

Washington Transportation Plan: *Sharing What We Have* *Learned*

Demand and Capacity Crisis *Panel*

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Regional Transportation Council



Regional Transportation Council Membership

- RTC includes 36 members; including the counties of Clark, Skamania, Klickitat, all of the cities in the three counties, all of the ports in the three counties, C-TRAN, WSDOT, ODOT, Metro and State Legislators of the 15th, 17th, 18th, and 49th Districts

WTP Phase I



Key Statewide Issues: System Efficiencies and Bottlenecks and Chokepoints

- Managing congestion and operational strategies – maintaining flow, throughput
 - New agreements, institutional arrangements
- Operations as part of a continuum and part of transportation investment program
 - Coordinated signals, ramp metering, traveler information, transit responders, queue jumps, pricing, HOV, etc.

WTP Phase I



Key Statewide Issues: System Efficiencies and Bottlenecks and Chokepoints

- Travel demand to **capacity** imbalance
 - Capacity improvement needs to balance upstream-downstream flow
 - Careful corridor and system analysis needed
- Targeted transportation capacity investment needs targeted performance goal
 - Transportation performance expectations matched to investment level

Clark County Imbalance Growth – System Performance/Investment



- Robust economy and fastest growing county in state for decade of '90's
- Transportation system capacity absorbed by growth, unmatched to system investment
- Transportation System Performance (2000-23)
 - PM vehicle miles traveled: 615,000 to 1,060,000
 - PM lane miles of congestion: 45 to 214
 - PM vehicle hours of delay: 1,050 to 6,900

Clark County

Bottlenecks - Chokepoints

- I-5/134th St. - SR-500/112th Ave. –I-205/Mill Plain exit ramp to 112th Ave. connector (Nickel Projects)
- SR-500 interchanges and SR-14 interchanges (? funding)
- I-205 widening and new interchanges (? funding)

Clark County Bi-State Bottleneck

- Interstate 5 Columbia River Crossing
 - Two draw bridges built in 1917 and 1958
 - 130,000 veh./day, AM/PM parking lot
 - I-5 Interstate Bridge bottleneck is part of most congested corridor in Portland-Vancouver region
- I-5 key access to ports, key industrial sites and jobs

Clark County Bi-State Bottleneck

- I-5 Corridor: \$17 billion a year in freight shipped in I-5 Corridor
- Costs of Delay to Trucks: \$30 million a year by 2023 if no improvement is made
- Solution: replacement and/or widening of existing I-5 Bridge
- Bi-State environmental/design process underway

Land Use/Economic Growth and Transportation

- Vancouver/Portland bi-state region statewide WTP
 - WTP land use connection
 - WTP/OTP and Vancouver/Portland land use connection
- I-5 Columbia River Crossing
 - Industrial corridor or housing corridor development?

Summary: System Efficiencies and Bottlenecks and Chokepoints

- Transportation system operational improvements including transit and TDM can be one side of the two-sided Congestion Management “coin”
- Capacity improvements at bottlenecks and chokepoints can be the other side of the “coin”
- Data-driven/system-wide analysis required if transportation performance is to be improved